

Better Buses for Kingston

Submission to the Department of Transport and Planning

September 2025



City of
KINGSTON

Contents

1. Introduction

1.1.	EXECUTIVE SUMMARY	3
1.2.	BACKGROUND	3
1.3.	INTERNAL REVIEW	5
1.4.	DTP COLLABORATION	6
1.5.	CONSULTATION OVERVIEW	6

2. Proposals

2.1.	NETWORK OVERVIEW	7
2.2.	BUS ADVOCACY OVERVIEW	9
2.3.	KEY PRIORITY ROUTES	10
2.4.	CORRIDORS FOR INVESTIGATION	13
2.5.	BUS STOP INFRASTRUCTURE	15

3. Support

3.1.	INTERNAL OBJECTIVES	16
3.2.	EXTERNAL OBJECTIVES	17
3.3.	COMMUNITY CONSULTATION	22
3.4.	IMPROVEMENT EXAMPLES	27

4. Conclusion

4.1.	OVERVIEW OF PROPOSAL	27
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1. Introduction

1.1. EXECUTIVE SUMMARY

The aim of this submission is to gain a commitment from the Department of Transport and Planning to support Council's proposed bus upgrades within the City of Kingston.

Our submission - *Better Buses for Kingston* - calls for targeted improvements to the municipality's bus network to:

- support growing population needs
- reduce car dependency
- better connect key activity centres.

Despite areas serviced by rail, large parts of the City of Kingston remain reliant on buses, suffering from poor frequency, limited coverage, inadequate infrastructure, and gaps in connectivity.

Council's internal review and extensive community consultation identified three key priority routes for service frequency upgrades, extended operating hours, and infrastructure improvements:

- Route 828 (Hampton–Berwick)
- Route 903 (Altona–Mordialloc)
- Route 708 (Hampton–Carrum)

Three future high-frequency corridors are also proposed for investigation along Bay Road, Nepean Highway, and Boundary/Clayton Roads, addressing north-south and east-west connectivity gaps.

Bus stop infrastructure upgrades are also a critical component of the submission, with specific sites identified for improvements to seating, shelter, accessibility, and real-time information.

This submission advocates for outcomes aligned with Victorian Government transport goals outlined in Victoria's Bus Plan, the Suburban Rail Loop, and the Victorian Activity Centre Program.

We have strong community backing, and unqualified support from three neighbouring councils (Bayside, Glen Eira, and Dandenong), two bus companies (Kinetic and Ventura) and one of Kingston's largest and retail businesses (DFO).

We place a high importance on these improvements as they align strongly with Council's Wellbeing Plan, Integrated Transport Strategy, and Climate Ecological and Emergency Response Plan.

Council's most pressing priority is the upgrade of Route 828 - by the introduction of 20-minute weekend services and better bus stop infrastructure. This will create a more reliable and accessible public transport network across three municipalities, but Kingston in particular.

1.2. BACKGROUND

While some parts of Kingston are well-served by train lines, there remain large sections of Kingston which have buses as the only form of accessible public transport.

Local bus services are letting down our community in numerous ways:

- Gaps in the service area

- Poor frequency of service, particularly on weekends
- Poor infrastructure at bus stops
- Overcrowding on popular routes
- Poor connectivity to the rail network.

Meanwhile, the population of the City of Kingston continues to grow. The Victorian Government has set a housing target for Kingston of 51,500 new dwellings by 2051, many of which will be delivered by higher density development in activity centres. These are, by definition, situated in and around public transport corridors, where bus services play a critical role.

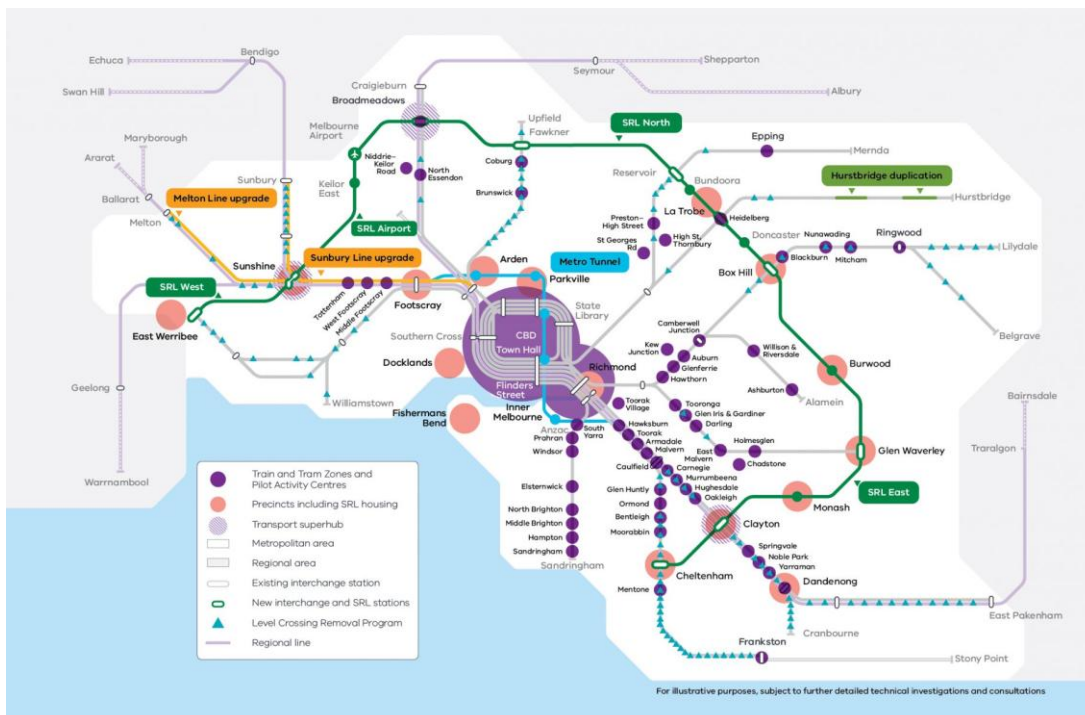


Figure 1: Victorian Activity Centres (Victorian Government 2025)



Figure 2: Principal Public Transport Network (PPTN) (City of Kingston 2025)

To inform this submission, we have conducted an internal review, collaborated with DTP on key matters, received support from bus operators and sought formal community feedback on key priorities for service improvements.

1.3. INTERNAL REVIEW

Throughout 2024 and early 2025, Kingston's Traffic and Transport team conducted an internal review of our bus network. This identified key issues with bus services and priority routes for improvement.

The internal review looked at the current bus network and how it can be incrementally improved. We did not consider wide-ranging reform at this time, looking mostly at how extra services and infrastructure improvements can be implemented along existing routes and corridors.

The internal review was conducted by Council's Traffic and Transport team, comprising experienced Traffic and Transport Engineers and Planners who are themselves regular users of public transport in Kingston. The aim of the review was to identify and prioritise bus routes for service improvement, and to identify the kinds of changes capable of delivering worthwhile and cost-effective service enhancements.

1.4. DTP COLLABORATION

The City of Kingston has actively engaged with the Department of Transport and Planning to understand the practical ways positive improvements can be achieved. There have been many discussions, meetings, and written communications between us.

We would like to think we have achieved a strong and collaborative relationship with the DTP Bus Planning Team. We wanted to learn what makes a successful submission, based on previous bus service improvements and changes across Melbourne. This collaboration has helped us identify what we believe are the most important and achievable improvements to Kingston's bus network.

1.5. CONSULTATION OVERVIEW

To inform and strengthen our submission, we held a well-promoted community consultation. This sought to gauge the level of community support for our proposals, as well as tell us more about the features of our bus network the community regards as important. The consultation was conducted by a combination of online feedback forms and face-to-face interviews in the field.

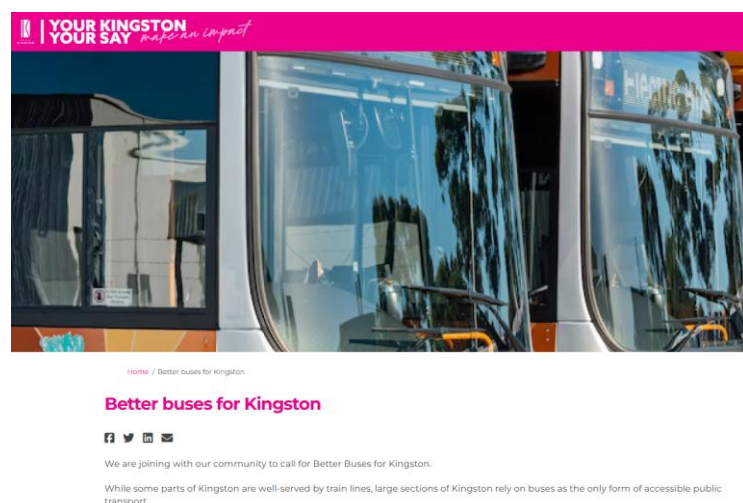


Figure 2.1: Better Buses for Kingston Consultation Page

Our community told us:

- There is strong support for better, more frequent bus services across Kingston.
- Buses do not run for long enough during the day, and there are not enough evening services.
- New routes should be considered to connect parts of Kingston that are growing or poorly served.
- There should be better shelters, seating, and real-time information panels at bus stops.

We also consulted relevant stakeholders to gain further insights, feedback, and support for our submission. We spoke to:

- Neighbouring municipalities: the City of Greater Dandenong and the City of Bayside
- Key retail stakeholders: DFO Moorabbin Airport, Westfield Southland
- Bus Operators: Ventura, Kinetic.

2. Proposals

2.1. NETWORK OVERVIEW

Kingston has an extensive public transport network stretching across the municipality. However, there are core weaknesses and flaws which limit its appeal as a transport mode for many Kingston residents and visitors.

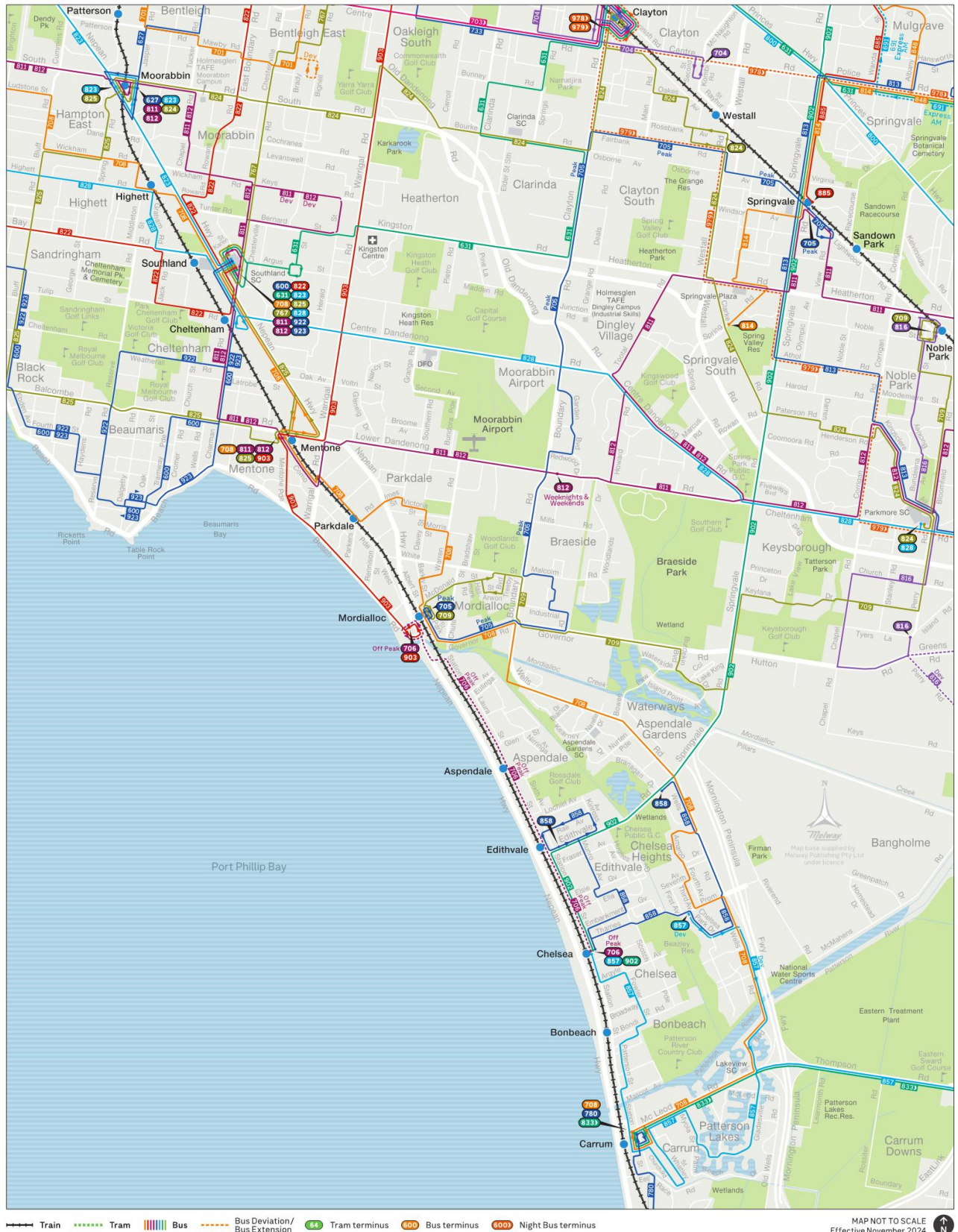
Kingston is well served by rail. The Frankston line - between Moorabbin in the north and Carrum in the south – as well as the Dandenong line which runs through Westall - provide key linkages between Kingston and the rest of Greater Melbourne.

Smart Bus routes 902 and 903 run directly through Kingston, while Smart Bus route 703 runs along the northern fringe. Most of the remaining bus network runs at 20-, 30- or 60-minute frequencies during the week, and often at intervals of 40 minutes or more on weekends.

This limits how people can travel through Kingston outside of rail corridors and contributes to a high level of car dependency, especially on weekends and evenings. For many who lack access to a car, this can be isolating.

The network of routes, while complex, could benefit from change to remove inefficiencies associated with historical routes. This is a significant issue in the southern end of Kingston. However, our submission is focused on the most efficient and least disruptive change which can be made at this time: increased frequency. Increased frequency along key routes significantly strengthens buses as a mode of travel at low cost.

Kingston bus network



Department of Transport and Planning

For more public transport information visit ptv.vic.gov.au, use the PTV app or call 1800 800 007.



Figure 3: PTV Local Area Map – Kingston

2.2. BUS ADVOCACY OVERVIEW

Three routes have been identified as our priorities for increased frequency. These are:

Route 828

Hampton – Berwick.

Route 828 is one of the most heavily patronised routes in Melbourne and should be the highest priority for improvement.

Route 903

Altona – Mordialloc.

Route 708

Hampton – Carrum.

We have also identified three corridors for consideration as future high-frequency bus corridors. These are:

Bay Road Corridor

Sandringham – Southland

Nepean Highway Corridor

Southland – Elsternwick (via Moorabbin)

Boundary/Wells Road Corridor

Mordialloc – Monash (via Clayton South, Clarinda)

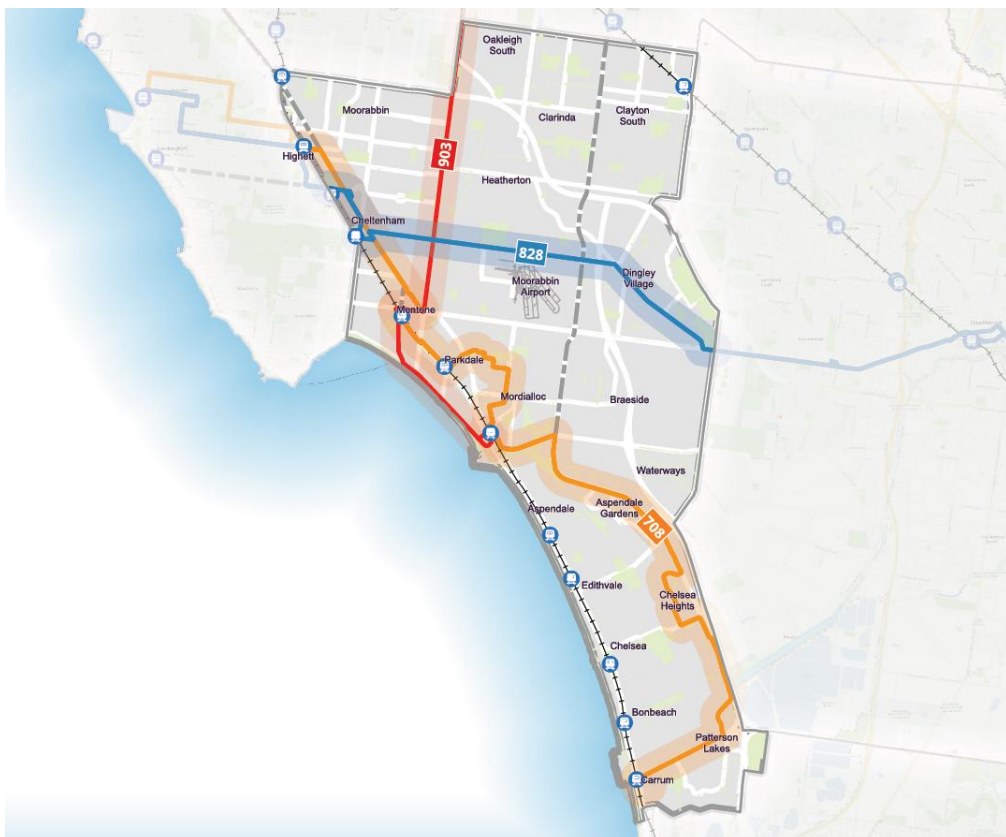


Figure 4: Overview of Kingston Bus Advocacy routes (City of Kingston 2025)

2.3. KEY PRIORITY ROUTES

Route 828: Hampton to Berwick

(via Highett, Southland, Suburban Rail Loop station, Cheltenham, DFO Moorabbin Airport, Dingley Village, Keysborough, Dandenong)

Route 828 is a key east-west corridor in Kingston. It provides a crucial public transport link to Moorabbin DFO, Dingley Village, and parts of Cheltenham. The route connects to five railway stations across 3 rail lines, including the future Suburban Rail Loop precinct in Cheltenham.

The route is used by a wide range of people, including workforce commuters, shoppers, and students.

Significant population growth is occurring along this route, including at the Kingswood Development Precinct in Dingley Village and Highett Common Development in Highett, which will increase the number of people within the catchment range of the service. Activity Centres along this route include Hampton, Highett, Southland, DFO Moorabbin Airport, Parkmore Shopping Centre, Dandenong, Fountain Gate and Berwick.

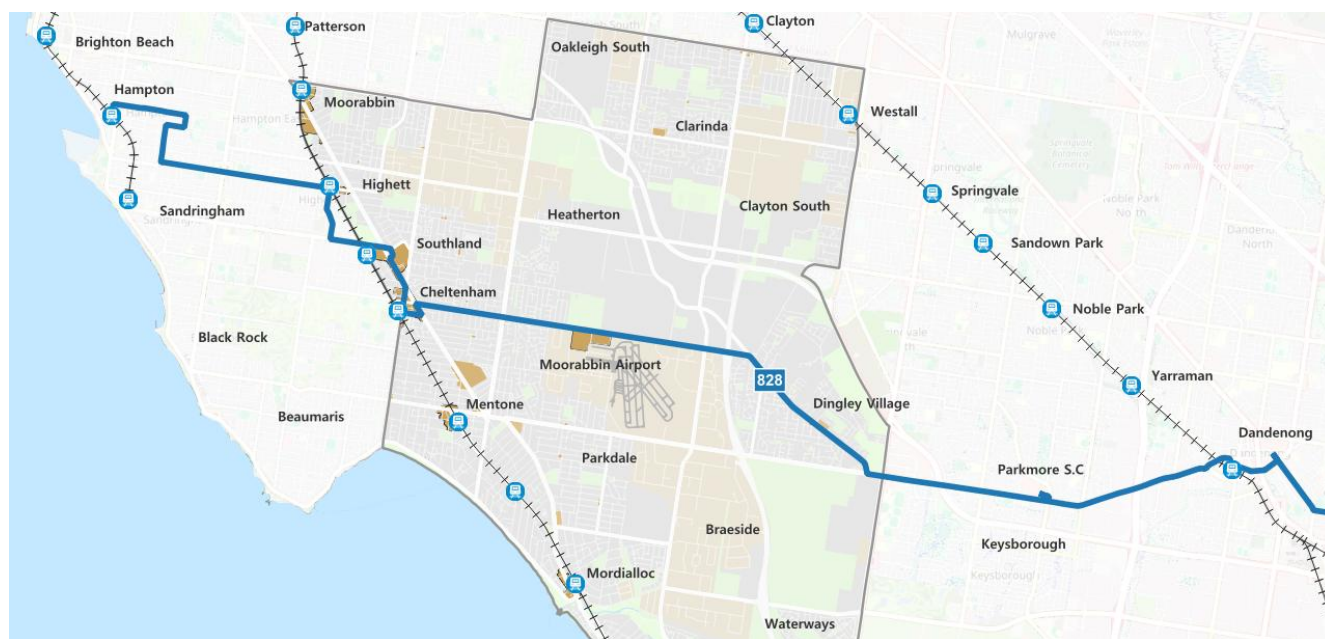


Figure 5: Map of Route 828 Hampton – Berwick (City of Kingston 2025)

Proposed Improvements:

We propose a modest range of improvements.

- **An increase in frequency.** We want to see a bus departing along this route every 20 minutes during the day, 7 days a week, between Southland and Dandenong. Weekend frequency should also be increased from every 40 or 60 minutes to every 20 minutes. This increases the likelihood of patronage by a wider group of users, given the increased likelihood of a bus being available at more times, and much shorter waiting times.
- **Increased Service Hours:** Provision of an earlier Sunday start increases the chances of retail employees being able to take a bus to work, as well as many more sports participants, given the wide range of sporting venues along the route.

- **Stop Upgrades:** Upgrades at stops along the route, including near Cheltenham Station, Moorabbin DFO and Dingley Village Shopping Centre. This includes better seating and better weather shelter to make the bus service more comfortable and attractive to use in a range of weather conditions.

Route 903: Altona – Mordialloc

(via Mentone, Heatherton, Oakleigh South, Oakleigh, Chadstone, Holmesglen, Box Hill).

Route 903 is a major north-south corridor, along Warrigal Road, and has significant patronage. The route serves the Activity Centres of Mentone and Mordialloc, as well as areas not served by rail such as Heatherton and Oakleigh South. It also provides an important link north to Oakleigh, Chadstone Shopping Centre, Holmesglen TAFE, Deakin University, and the Box Hill activity centre.

Proposed Improvements:

Again, our proposed improvement is modest in scope, but likely to improve uptake and customer satisfaction:

- **An increase in frequency.** We would like to see a bus every 15 minutes during the day, 7-days a week, between Mentone and Box Hill. Improved weekend frequency - from every 30 minutes to every 15 minutes – would improve the community value of this route and strength this route as a major transport corridor.

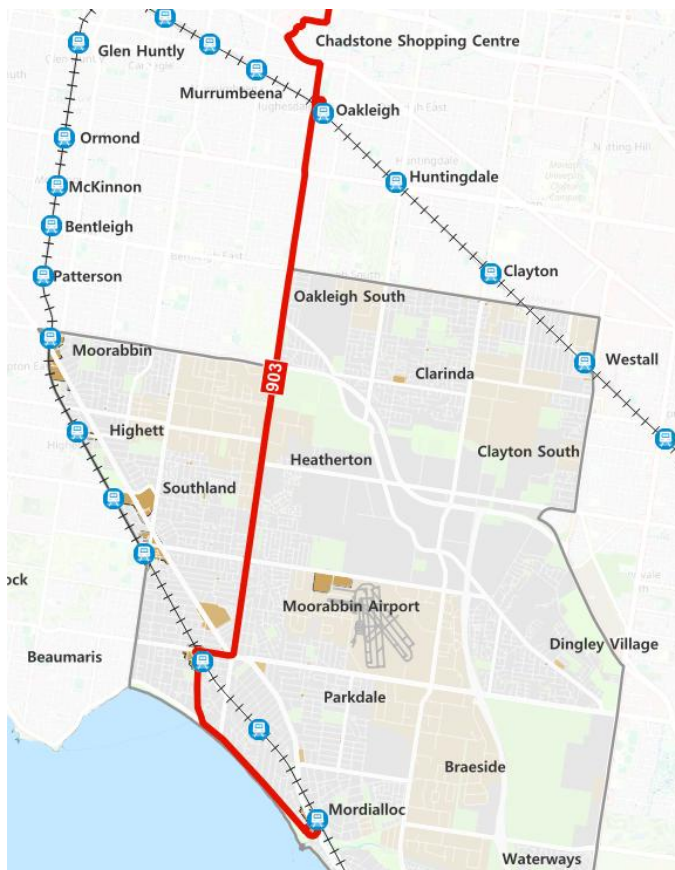


Figure 6: Map of Route 903 (Altona – Mordialloc)

Route 708: Hampton – Carrum

(via Highett, Southland, Mentone, Parkdale, Mordialloc, the under-construction Mordi Aquatic Centre, Aspendale Gardens, Chelsea Heights, Patterson Lakes)

The 708 route has significant potential as a key north-south route, especially for the suburbs of Aspendale Gardens, Chelsea Heights, and Edithvale. The route passes the Mordi Aquatic Centre site in Governor Road Mordialloc, where annual patronage is expected to exceed 400,000 visitors, and a reliable, frequent bus service will be required 7 days a week.

Proposed Improvements:

- **An increase in weekend frequency.** The future success of this route depends on being able to deliver a bus service every 30 minutes, 7 days a week between Southland and Carrum. Increased frequency on weekends (from every 60 minutes to every 30) should be considered in response to increased population and new community facilities such as the Mordi Aquatic Centre, which will be a major new community facility along this corridor.
- **Inclusion of the Aspendale Gardens Shopping Centre into the route.** Buses currently stop in Wells Road, but a safer and more convenient alternative should be for buses to enter the Aspendale Gardens Shopping Precinct to pickup and drop-off passengers.

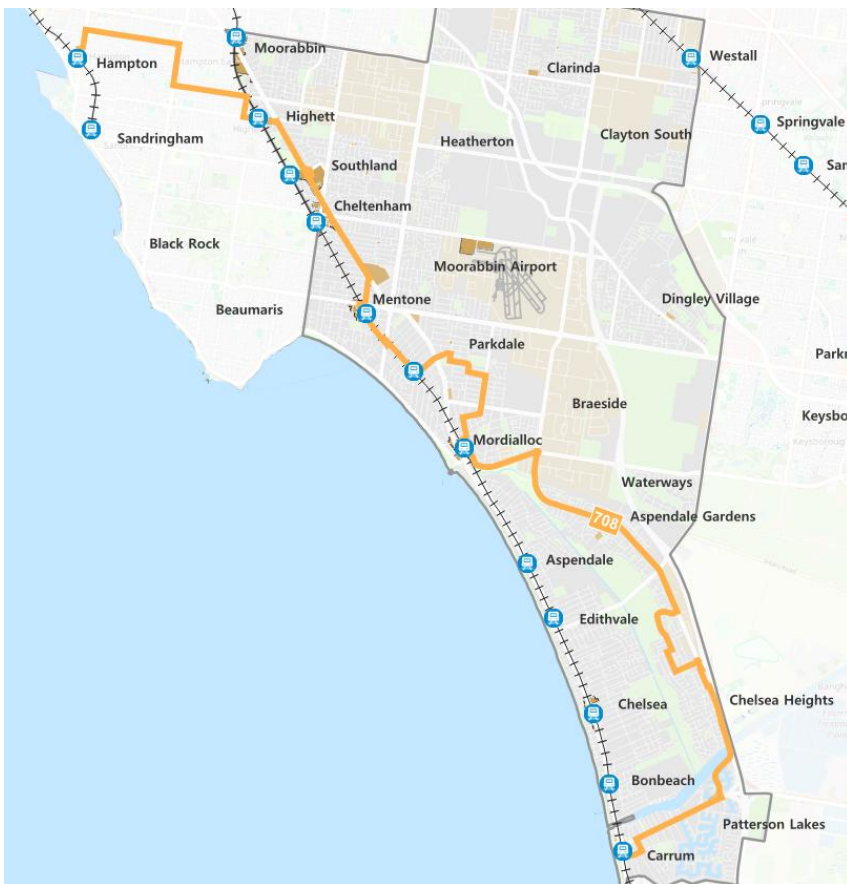


Figure 7: Map of Route 708 (Carrum – Hampton)

2.4. CORRIDORS FOR FURTHER INVESTIGATION

Population and economic growth across the City of Kingston will drive the need for new bus routes to link activity centres, transport, employment, health, and education hubs.

We believe there are other bus corridors needing further examination.

The corridors suggested are not served by an existing link, or where there is a bus services, they provide only a partial solution or will be inadequate for future needs. The proposed corridors for further investigation are as follows:

Bay Road Corridor

(Sandringham – Southland)

Bay Road represents a key medium-long term opportunity to link the City of Kingston, the Sandringham Rail Corridor, and the future Suburban Rail Loop Activity Centre at Southland.

Proposed Improvements:

- Investigate the provision of a direct bus route along Bay Road. A high-frequency corridor should be provided, linking Sandringham with the Activity Centre of Southland and Cheltenham.
- Investigate alternatives to a direct bus route by, for example, modifying the route of the 828 to fulfil this need.

Nepean Highway Corridor

(Southland – Elsternwick via Moorabbin)

Despite residential and commercial growth, there is a lack of public transport options along this corridor. Better transport links would enhance both the Southland and Moorabbin Activity Centres.

Proposed Improvements:

- Investigate the provision of a bus route along this corridor. A high-frequency corridor should be considered, linking the Activity Centre of Southland and Cheltenham with the Activity Centre of Moorabbin, and further north to Elsternwick.

Boundary Road Corridor

(Mordialloc – Monash Health and Education Hub via Clayton)

There is a lack of public transport options running north-south along Boundary and Clayton Roads. There is no clear route to the Monash Medical Precinct or University hub from the southern end of the City of Kingston.

Proposed Improvements:

- Investigate the provision of a bus route along this corridor. A key linking corridor should be considered, linking Mordialloc and the south of Kingston with the Monash Medical Precinct, University, Employment, and Innovation hub in the north.

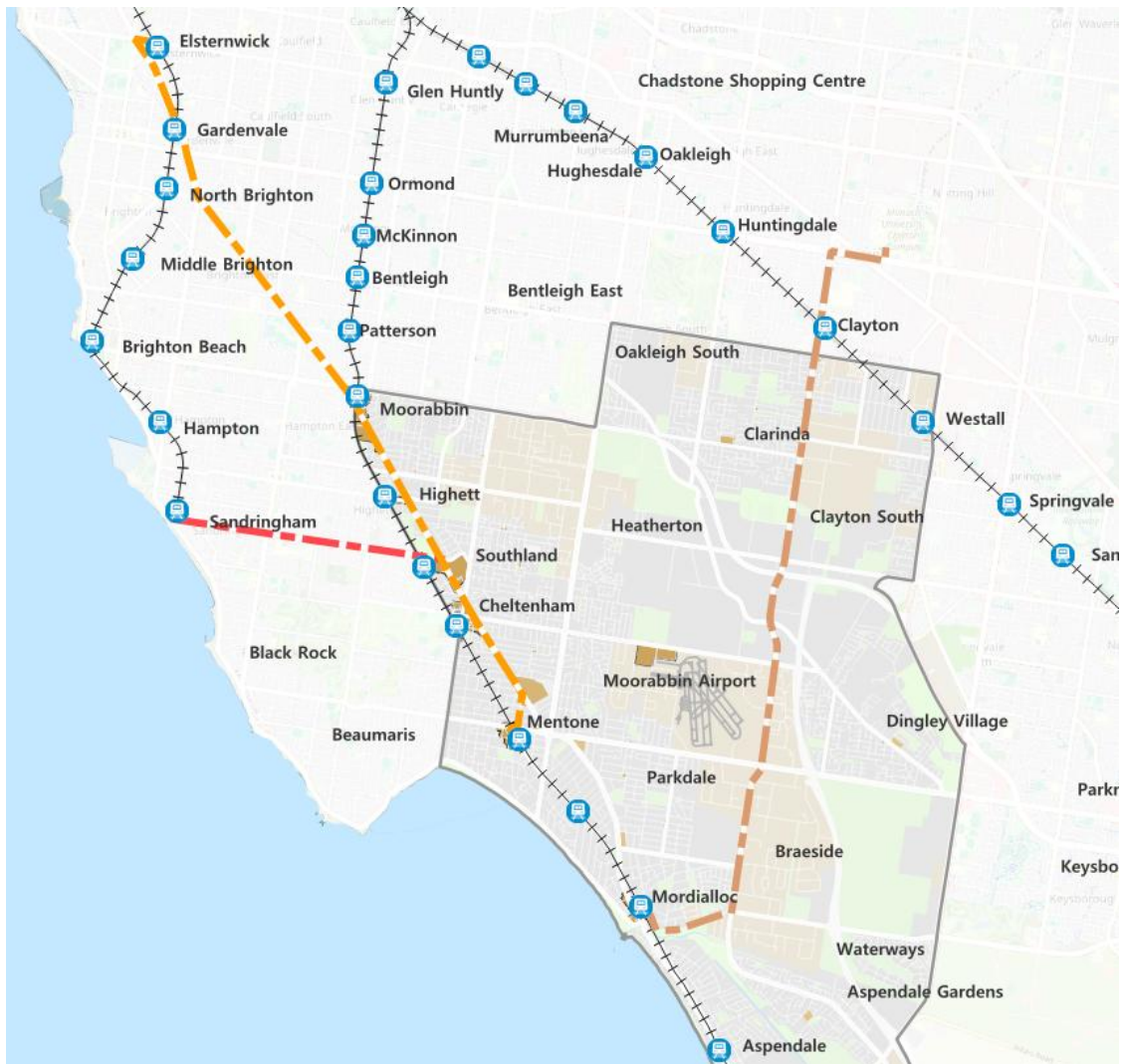


Figure 8: Corridors for Investigation Longer-Term

2.5. BUS STOP INFRASTRUCTURE

Infrastructure at bus stops is a key issue for bus users. Bus stops across Kingston vary from being a sign on a pole next to a major road, to a clean and well-maintained refuge from weather conditions, assisted by live updates. The quality and comfort of the facility that awaits intending bus passengers varies widely. We argue that there is work to do on bus stops across Kingston, and the necessary improvements are in four categories:

- Adequate bus zone markings and signage
- Concrete hardstands at bus stops
- Shelters and seats for passengers
- Real-time information for passengers, particularly at key interchanges.

Community Consultation was instrumental in identifying specific locations where infrastructure at bus stops is lacking. This includes locations across the municipality, which we plan to address in collaboration with the Department of Transport. We will collaborate with DTP on initiatives such as e-ink bus information at major stops across Kingston.

Locations where we seek improvements to bus stop infrastructure include:

- Governor Road, Braeside, between Springvale Road and Boundary Road.
- Along Route 828, particularly near Moorabbin Airport and Dingley Village.
- Near Southland Shopping Centre.

Planning for these initiatives, falls within a different section of DTP, the bus infrastructure team, with whom we will work constructively to achieve this.

3. Support

3.1. INTERNAL OBJECTIVES

The City of Kingston has policies and strategies which provide a supporting framework for our arguments to improve bus services within the municipality.

Kingston Integrated Transport Strategy (KITS)

The Kingston Integrated Transport Strategy sets out a long-term vision for a connected, integrated, and sustainable transport network across the City of Kingston. The Strategy seeks to guide the process of planning and investment as the population grows toward 200,000 by 2036. The strategy prioritises safer, healthier, and more efficient mobility options.

For public transport, KITS focuses heavily on advocating for more dependable, frequent, and accessible services—particularly bus routes - which are, in many parts of Kingston, the only available option. It emphasises the importance of better scheduling, coverage, and real-time information, and supports on-demand services to better link people with trains, shops, and work.

The strategy identifies the cost-effectiveness of buses and their ability to fill service gaps in the transport network quickly and efficiently. It calls for a regional review of the bus network, improved frequency and reliability, and enhanced interchanges that integrate seamlessly with other modes like trains, bicycles, and walking routes.

During the development of the strategy, community engagement showed strong popular support for improvements to public transport, and very little opposition.

Kingston Integrated Transport Strategy – Support for Specific Objectives		
Objective	Net Support	Net Oppose
Objective 1 Walking and Cycling	83%	12%
Objective 2 Mobility	81%	12%
Objective 3 Land use and Development	70%	26%
Objective 4 Better Public Transport	88%	7%
Objective 5 The Road Network	75%	23%

Climate and Ecological Emergency Response Plan

The Kingston Climate and Ecological Emergency Response Plan (2021–2030) outlines Council’s strategic response to the declared climate emergency, aiming for net-zero corporate emissions by 2025 and community-wide net-zero by 2030.

For public transport, the plan highlights the critical need to reduce reliance on private vehicles in favour of low-emission, shared mobility options. Encouraging a mode shift toward public transport is identified as essential to achieving net-zero goals, with Council committing to advocacy for specific improvements to the public transport network that could result in increased public transport uptake.

Emissions within the Kingston Municipality

21% Transport On-Road

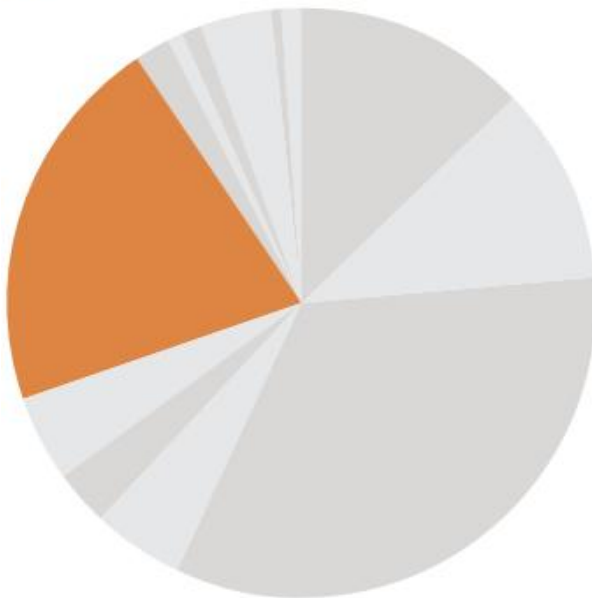


Figure 9: On-road Transport Emissions

3.2. EXTERNAL OBJECTIVES

There are external frameworks and strategies which align with and support this submission.

These include:

Victoria’s Bus Plan (2021)

Kingston’s submission aligns directly with the Victorian Bus Plan, and the vision it outlines for Victoria’s bus network. The statewide vision to deliver “a simpler, faster and more reliable bus network” that supports liveable, sustainable communities, is the central idea in this submission. The Victorian Government’s Bus Plan emphasises the need to reform local networks to better meet community needs, support active and public transport use, and provide alternatives to car dependence—particularly in areas experiencing population growth and shifting travel patterns.

Kingston's campaign reflects the local application of these state objectives through our identification of specific network issues—such as limited connectivity in many areas of Kingston, under-serviced train station catchments, and infrequent services in high-demand areas.

The three recommended priority routes align with Category 2 in the Bus Plan: *Connector Routes* which aims to connect suburbs to key transport nodes, employment, and shopping centres. Our advocacy for specific better service and passenger experience here is consistent with the direction of the state's own bus reform agenda.



Figure 10: Victoria's Bus Plan (2021)

Suburban Rail Loop

The Suburban Rail Loop, as a major inter-generational transport project for Melbourne, will have significant implications for transport, housing, business, and life in many parts of the City of Kingston. The impact on the local, metropolitan, and state transport network will be very influential, and may require a rethink of the surrounding bus network.

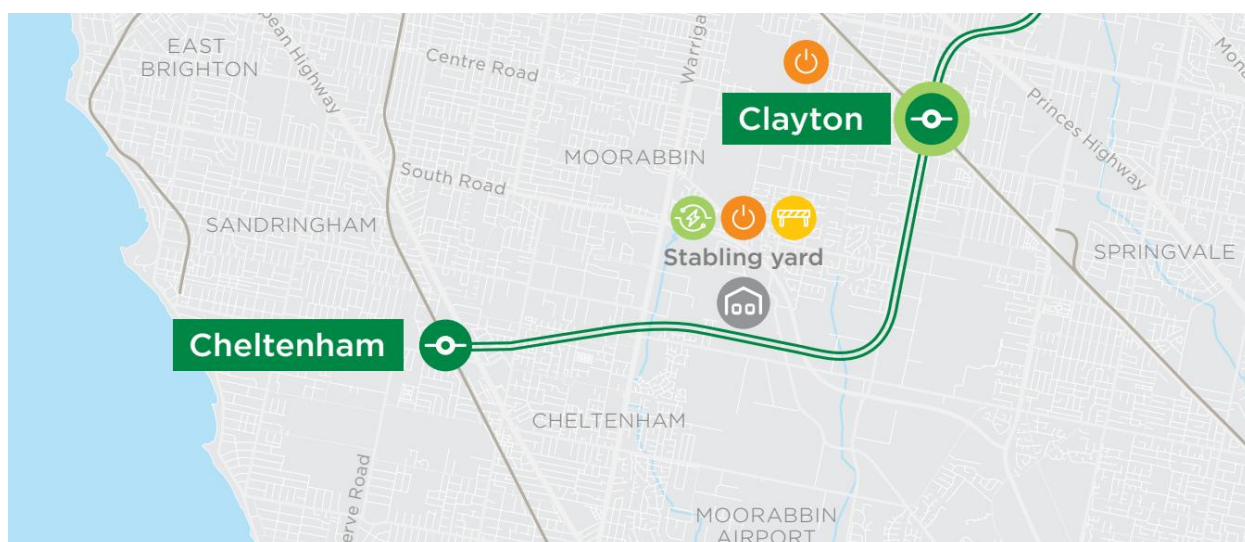


Figure 11: Suburban Rail Loop Map (Cheltenham – Clayton)

The Cheltenham and Clayton SRL stations will act as important transport and activity hubs for the Kingston community (Clayton Station is just outside the boundary of Kingston, but the Clayton SRL planning precinct overlaps with a large part of Clayton South and Clarinda.) Connectivity between the surrounding areas and the broader community to these hubs will be critical to maximising the potential of the SRL.



Two of Kingston's priority routes - 828 and 708 - connect directly to the future site of SRL Cheltenham, via the existing Southland bus interchange.

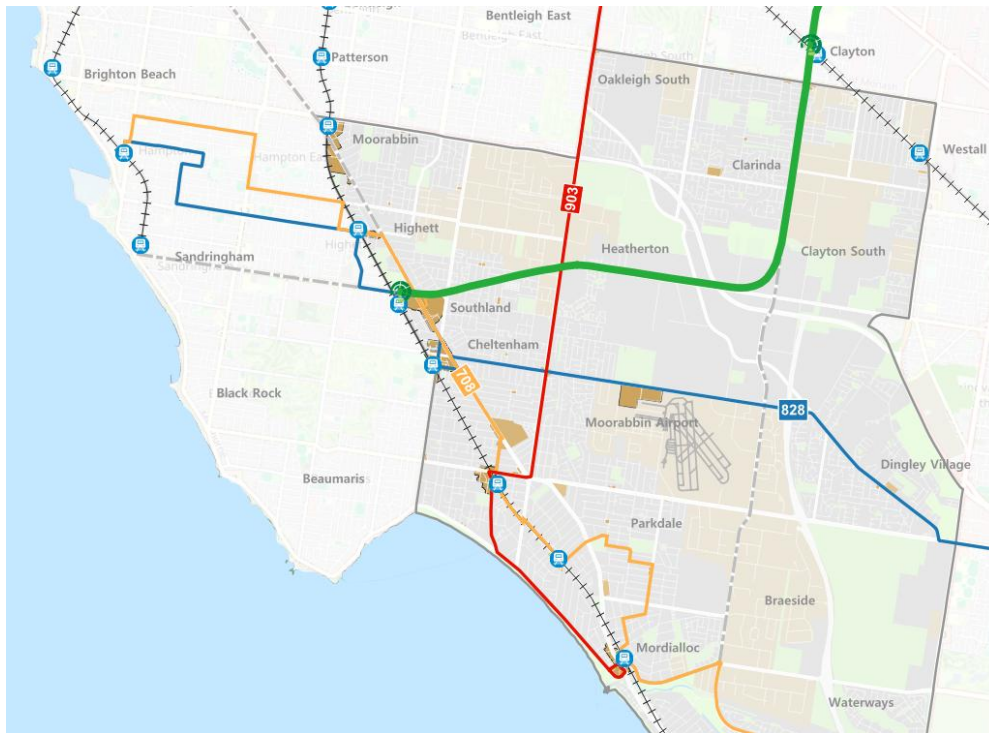


Figure 13: Suburban Rail Loop – Better Buses for Kingston context

Victorian Activity Centre Program

Our submission is informed by the Victorian Government’s Activity Centre plan and particularly the Activity Centres of:

- Moorabbin
- Mentone
- SRL Cheltenham (covering Cheltenham, Highett, and Southland).
- Clayton - Suburban Rail Loop Precinct

The routes we have proposed for enhancement all pass through one or more of these key activity centres and will be the focus of future growth in dwellings and business activity.

The Activity Centre Program is designed to create vibrant, accessible, and sustainable centres where people can live, work, and access services within a 20-minute neighbourhood. Central to this vision is ensuring that activity centres are well-connected by frequent, reliable public transport that supports mode shift and reduces car dependency.

To deliver on this in Kingston, investment in the local bus network is essential to maximise frequency and therefore utilisation. This is a critical step for ensuring Activity Centre plans achieve the Victorian Government’s objectives.



Figure 14: Victorian Activity Centre Program map

Moorabbin Airport Master Plan (2021)

The Moorabbin Airport Master Plan sets out a long-term vision for the airport precinct as a growing employment and innovation hub, with a projected increase in jobs and visitation driven by aviation, education, and commercial development. Sustainable and efficient public transport connections will be critical to growth.

The Master Plan sets out specified goals for public transport access to the precinct. Public transport improvements, particularly to bus services, are recognised as essential to reduce car dependency, manage congestion, and provide equitable access for workers, students, and visitors.

The Moorabbin Airport Master Plan specifically supports enhancements to route 828, through a minimum 20-minute service frequency, noting the route directly serves the precinct. It also notes bus stop infrastructure at and near the airport, and along Centre Dandenong Road. This supports both local mobility and the airport's strategic development goals.



Figure 15: Moorabbin Airport Masterplan (2021)

3.3. COMMUNITY CONSULTATION

We tested public interest and support for our *Better Buses for Kingston* Plan via a three-week consultation program in June and July 2025.

Our community consultation activities sought to gauge support for upgrades and enhancements to the bus routes that we are proposing as above.

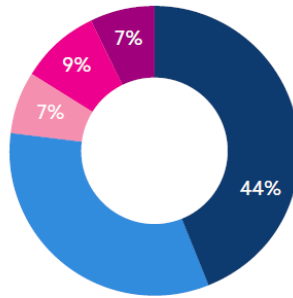
Over the period of consultation, we engaged with a large cross section of the community, as well as our own Business Network and Youth Advisory Committee, achieving results as follows:

- 3,000+ Views on Social Media
- 1,260+ visits to the *Your Kingston Your Say* consultation page
- 151 surveys completed
- 55 locations for improvement identified by survey participants through the placement of an online map pin.

Detailed results from the consultation process are summarised in Figures 16 to 22.

Q1: Do you currently take buses in Kingston

- Yes - regular
- Yes - sometimes
- No
- No but I would consider if services better
- No - but my children/teenagers do



Q2: Why do you use buses?

- Other
- Visit family/ friends
- Visit shops
- Commute to work

Other reasons people use buses included:

- Connect with other modes of transport
- Access schools and education
- Access health and community services
- Visit sports, leisure and recreation facilities.

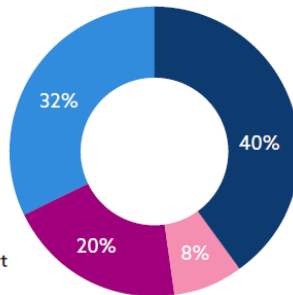


Figure 16: Better Buses for Kingston Consultation

The consultation asked for thoughts on our three priority routes and three longer-term priorities. As a result of respondents being required to answer all questions, the initiatives have a relatively high “neutral” vote.

All three of the priority routes received solid majority support from the community.

Route 828

Do you support this priority improvement?

- support
- disagree
- neutral

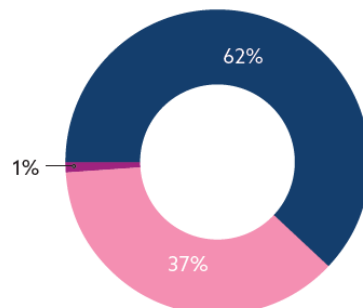


Figure 17: Route 828 Consultation Results

Route 708

Do you support this
priority improvement?

■ support
■ disagree
■ neutral

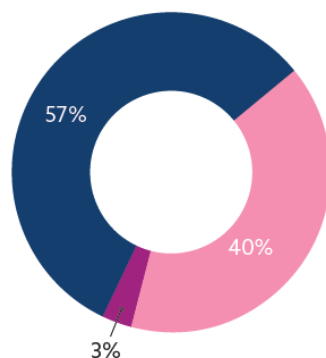


Figure 18: Route 828 Consultation Results

Route 903

Do you support this
priority improvement?

■ support
■ disagree
■ neutral

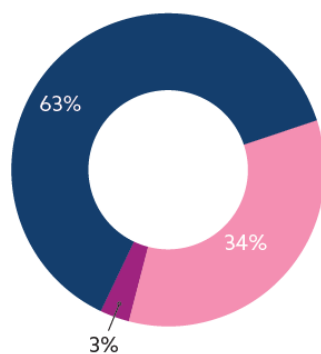


Figure 19: Route 828 Consultation Results

Bay Road Corridor: Sandringham to Southland

■ support
■ negative
■ neutral

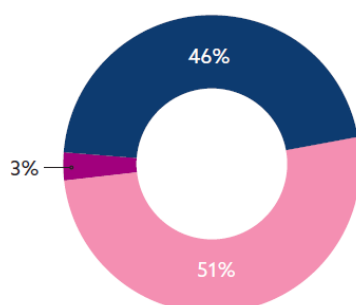


Figure 20: Bay Road Corridor: Sandringham to Southland Consultation Results

Nepean Highway Corridor: Southland to Elsternwick (Via Moorabbin)

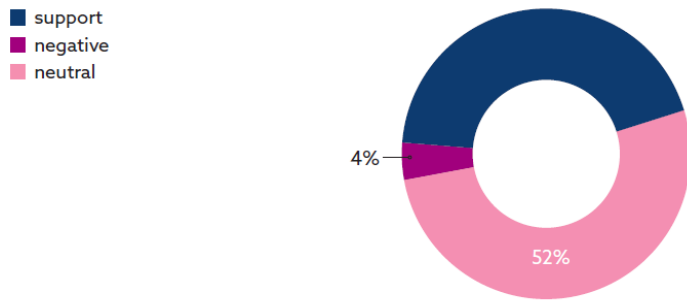


Figure 21: Nepean Highway Corridor: Southland to Elsternwick (Via Moorabbin) Consultation Results

Boundary/Clayton Road Corridor: Mordialloc to Monash (via Clarinda and Clayton)

Do you support this priority improvement?

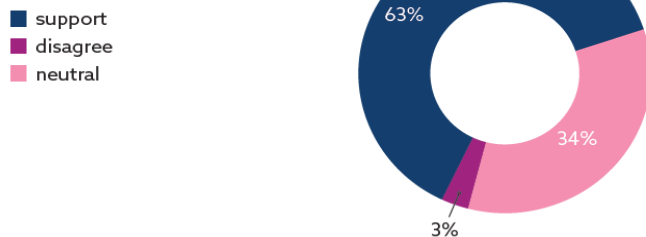


Figure 22: Boundary/Clayton Road Corridor: Mordialloc to Monash (via Clarinda and Clayton) Consultation Results

Overall, our community engagement program suggested a significant level of support within the community for improved buses within Kingston. A clear majority of respondents supported increasing the frequency and service span of buses across Kingston. This was highlighted both in answers to structured questions, and in free text comments within the survey.

Other issues raised during consultation included:

- **Longer operating hours are needed on all bus routes.** This included routes like 828 and 708, which currently finish around 9pm, during the week and on weekends.
- **There should be increased Frequency on Route 811 and 812,** particularly through parts of Mentone and Dingley Village.
- **Buses on route 828 should go through Sandringham** along Bay Road, rather than following the existing route through to Hampton.
- **Several respondents indicated concerns around accessibility and safety at bus stops,** particularly along Governor Road, Braeside (route 709).

Kingston Youth Advisory Committee

Council officers presented the *Better Buses for Kingston* plan to the Kingston Youth Advisory Committee (12-17) in late June, during our consultation period.

Feedback from members included issues such as:

- After school bus timetables. Buses are often full and not aligned with school finish times.
- Safety concerns on some routes at night, particularly route 903.
- Lack of buses on weekends, making it hard to get around safely and in a timely way.

This feedback has been important in gaining a younger perspective from one of the most public transport-dependent groups within the community.

3.4. EXTERNAL CONSULTATION

We have consulted with the following organisations and have generally been provided with strongly supportive feedback in relation to the *Better Buses for Kingston* plan.

Kinetic Buses

(Current operator of route 903)

Council conducted a meeting with Kinetic on 22 July 2025. We shared our advocacy proposals and discussed Kinetics' operations, with shared aspirations for Better Buses in South-East Melbourne. This provided us with insight into the support and feedback raised by this highly engaged stakeholder.

Ventura Buses

(Current operator of routes 828 and 708)

Council met with Ventura on 28 July 2025 and discussed our advocacy campaign in relation to the Ventura operated routes, 828 and 708. We came away with useful insights on the issues and this has improved our proposed solution and documentation.

Eastern Transport Coalition

Council officers presented to the Eastern Transport Coalition on 17 July 2025. This included a discussion around shared transport issues in Melbourne's East and South-East, as well as opportunities for collaboration on similar issues.

Neighbouring Councils

Kingston officers met with officers at the neighbouring municipalities on 15 July from:

- **The City of Bayside**
- **The City of Greater Dandenong**
- **The City of Glen Eira**

All officers from these councils expressed broad support for the proposals, Bayside indicating that Kingston's proposal was in line with the positions set out in Bayside's Integrated Strategy

The City of Glen Eira strongly supported any increase in bus frequency.

3.5. IMPROVEMENT EXAMPLES

Examples of recent bus route improvements across Melbourne:

The Department of Transport and Planning has consistently enhanced bus services over recent years, in relation to public submissions. As the examples below in Figure 23 show, there is a precedent improved frequency on Kingston's priority routes, particularly considering our push for increased operating hours and frequency. Particularly, this relates strongly with bus routes within Melbourne's middle ring, with increased densification and employment a strong framework for improving services.

Bus Route	Improvement Details
Route 907	2021 – Increased Weekend Frequency, to every 15 minutes.
Route 767	2023 – Increased Weekday Frequency, to every 30 minutes.
Route 733	2023 – Increased Weekday Frequency, to every 15 minutes.
Route 800	2024 - Increased Weekend Frequency, to every 30 minutes.
Route 788	2024 – Operating hours increased. Increased Weekend Frequency.

Figure 23: improvements made to the bus network in the last 4 years

4. Conclusion

4.1. OVERVIEW OF PROPOSAL

Council is seeking broad community and parliamentary support for the bus improvements as summarised here:

Route 828

Hampton to Berwick (via Highett, Southland, Cheltenham, DFO Moorabbin, Moorabbin Airport, Dingley Village, Keysborough, Dandenong).

We seek:

- increased weekend frequency from 40 minutes on Saturdays and 60 minutes on Sundays, to every 20 minutes to align with weekday services,
- an earlier start on Sundays
- improved bus stop infrastructure.

Route 903

Altona to Mordialloc (via Mentone, Heatherton, Oakleigh South, Oakleigh, Chadstone, Holmesglen, Box Hill). Advocacy is focused on increasing weekend frequency from 30 minutes to every 15 minutes between Box Hill and Mentone, consistent with weekday service levels.

Route 708

Hampton to Carrum (via Highett, Southland, Mentone, Parkdale, Mordialloc, Aspendale Gardens, Chelsea Heights, Patterson Lakes). Advocacy would seek to:

- increased weekend frequency from 60 minutes to every 30 minutes to match weekdays
- advocate for an investigation into the potential re-routing of the service to include Aspendale Gardens Shopping Centre.

In addition to these priority routes, Council is advocating for long-term planning of improved bus services along the following corridors:

- Sandringham to Southland (Bay Road Corridor)
- Southland to Elsternwick (via Moorabbin – Nepean Highway Corridor)
- Mordialloc to Monash (via Clayton South and Clarinda – Boundary/Wells Road Corridor)

Council also seeks to work with the Department of Transport and Planning to achieve improvements in bus stop infrastructure, including:

- Governor Road, Braeside, between Springvale Road and Boundary Road.
- Along Route 828, particularly near Moorabbin Airport and Dingley Village.
- Near Southland Shopping Centre.

Please contact these Kingston officers for further information about this document or any other aspect of public transport strategy in the City of Kingston:

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